

AMERICA'S ALPINE SCENIC HIGHWAY

THE ONE-DAY
WONDER TRIP
Of The WORLD



UTAH'S STATE FLOWER

GOOD ROADS AND PROSPERITY

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MAY 31 1919

—no. 11

"THEY ARE COMING HOME."



**Salt Lake City and County offered more than 8000 of her
best manhood in the cause of World Freedom.**

19-11158



THE SENTINEL OF THE TRIP OVER TWO MILES INTO THE OZONE.
THE WORLD BELOW.



Where Life is Worth Living



Story by
WALTER J. SLOAN

WONDERLAND

Plans for an economic scenic road system in Salt Lake County that will afford the greatest one day automobile trip in the world are ready.

It will be such a trip as no other part of the earth can offer to the tourist, the sightseer, the lover of nature, or the student of industry.

Nowhere else in the world can such opportunities be found, a sea, a lake, the point where the first American flag was raised in the western part of the United States,—then foreign soil. A trip that will mean a visit to the only canyon that is at the very door of a great city, over a part of the most noted trail in all the history of the great west, within sight of one of the greatest silver camps in the world, to the tops of mountain peaks that raise their snowy heads more than 10,000 feet above sea level, to mountain lakes, the crystal waters of which mirror the snowcapped and pine-covered peaks towering hundreds of feet above.

Down a canyon filled at every yard with the wonders of nature; across a valley, once a desert, but now a garden of verdure and agricultural wonders; on to one of the greatest copper camps known to man, past a great powder mill and on to one of the world wonders in the milling of crude metals.

Then to that mystic wonder, The Dead Sea of America and over a perfect driveway to the center of the metropolis of the Inter-mountain country.

Sounds like a dream?

But it is not.

It is practicable and feasible.

The cost would be so small that were such opportunities offered to any other big city in the world the work would have been done long ago.

Plans for this greatest of all one day sightseeing trips in the world have been prepared by Salt Lake County Commissioner Charles F. Stillman.

They will be the culmination of years of personal travel over the proposed route together with the idea, long in embryo, of giving a one day trip that could not be equalled on earth.

Men who have traveled much to whom the plans



EAGLE GATE.

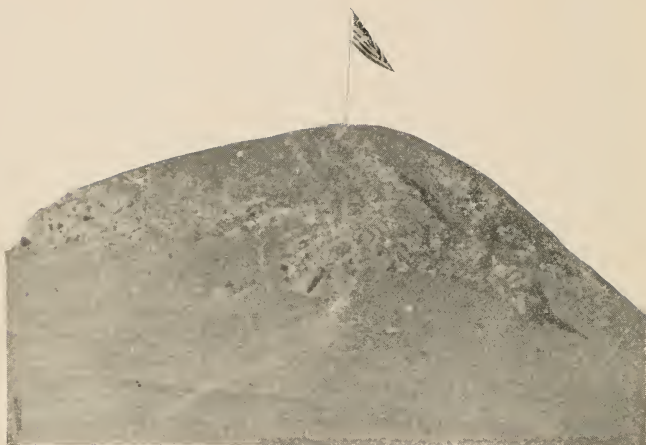
have been outlined declare that there is nothing like it in the world from a historical and scenic standpoint.

While not taking one iota of praise from any scenic road in the United States or Europe they acclaim that the plans will furnish the most unique, scenic and interesting trip that is known to man.

What and where will this trip be?



ONE OF HUNDREDS OF ENCHANTING SPOTS IN CITY CREEK
CANYON.



ENSIGN PEAK

Where the American Flag was first raised on what was
then foreign soil.

THE START.

The plans call for one of two starting points in Salt Lake City.

One the "Monument corner" where stands a shaft of granite and bronze in memory of Brigham Young and the pioneers who made the most famous "track" in all the history of the world; more than 1000 miles across almost trackless plains and less than little known mountain passes to the Salt Lake valley, where they arrived July 24, 1847; or the start of this wonder of wonder trips may be made from the spot where irrigation was first practiced by the Anglo-Saxon race in America, the corner of Third South and State street. Either starting point would have its historic interest.

From "The Monument" the sightseer will go one block east. From the spot where irrigation had its birth in America he would go three blocks north, the first would turn to the left, the second go straight ahead. Both would pass under an arch at the top of which is a carved image of the American eagle, the emblem of freedom, the original of which was placed there more than seventy years ago by Brigham Young.

To the left is the official home of the president of the Mormon church, built by Brigham Young. On the



OFFICERS' QUARTERS. FORT DOUGLAS.



"THIS IS THE PLACE."

top of this rather low two-story building is a carved "Beehive" the emblem of Utah, signifying "Industry."

Less than 100 yards north of the "gate" the trip will call for a sharp turn to the right; less than 100



LITTLE MOUNTAIN. A PART OF "THE OLD MORMON TRAIL."



PINECREST INN.

yards and another turn, this time to the left, and within a half mile you are at the mouth of the most beautiful canyon to be found at the very door of any great city in the world.

INTO THE MOUNTAINS.

In less than a half mile you have left the center of a city of more than 125,000 inhabitants and are in the heart of the mountains, the canyon from which came the water for the first irrigation and still one of the principal water sources of the city.

Within a few years a rehabilitated forest which will cover from base to top of every mountain with



LOOKING INTO MOUNTAIN DELL. THE LAST RESTING SPOT
BEFORE THE END OF THE 1000-MILE TRIP OF OXEN AND
HANDCARTS.

stately pine—a part of the general improvement plans of City Commissioner C. Clarence Neslen.

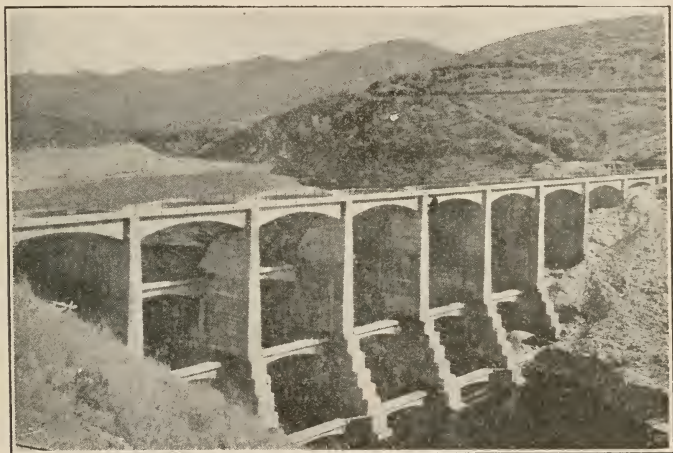
A HISTORIC PEAK.

This part of the trip would take the sightseer about ten miles out of the general route. The plan will mean the leaving of the canyon bed at a point about two miles from the mouth and by an easy road up the left side of the canyon to Ensign peak, north of the city from which the American flag was first unfurled to the breeze on the then foreign soil of Mexico. This incident happened July 26, 1847, two days after the

pioneers arrived in Salt Lake valley and nearly a year before Mexico relinquished her rights to the territory.

Here you will have an opportunity to salute "Old Glory" and from the summit, at the foot of the flag pole, may be had a view of the entire valley, the Great Salt Lake, with at least three of its islands, almost at your feet the \$3,000,000 capitol of Utah, less than three blocks below the spires of the Mormon temple, the turtle dome of the Tabernacle, the business section with its skyscrapers, the residential section of a great city and to the southeast and to the southwest—but wait, we are going there on this one day wonder trip.

Back to City Creek canyon; over the new north boulevard, already in excellent shape, with a splendid



A PART OF SALT LAKE CITY'S WATER SUPPLY SYSTEM.

view of the south and west part of the city and valley.

The road is fine and within three miles you will be at Fort Douglas, one of the most beautifully located and healthful military posts in America, and which the government has promised shall soon be one of the finest in the country.

THE OLD TRAIL.

Less than a half mile of driving from the center of the military post will bring you to the mouth of the most historic canyon in the west.



ETERNAL SNOW.

Emigration canyon, the end of the "Old Mormon Trail."

The road up this canyon is in first-class shape for a trip to Pinecrest Inn, located in the tops of the mountains among the pines. We have been less than two hours on the trip, we who have made an early morning start are now ready for breakfast. If the tourist does not care for breakfast at Pinecrest Inn there are plenty of shady spots, pure water and wood. Build your own camp fires and cook as you please.

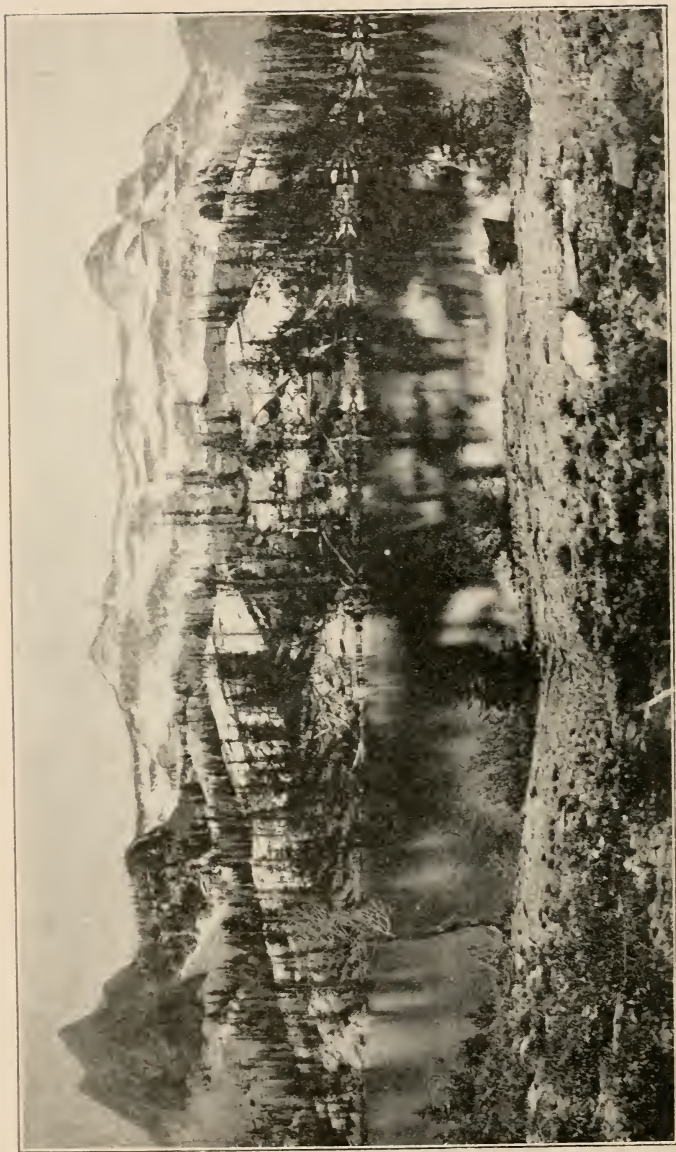
You may feel that you have seen enough to last you a life time and that life is worth living after all, but you have only started on this great trip. Drop



NATURE'S MIRROR.

down the canyon to the little, low, red, eroded hill to the east and again pick up "The Old Mormon Trail," which looks as if it could lead to nothing but desolation. Within two miles you will drop into a little mountain enclosed valley and be on the spot where the original pioneers halted on the night of July 23, 1847, "Mountain Dell."

Here you will turn to the right.



LAKE BLANCHE. NEAR THE HEAD OF BIG COTTONWOOD CANYON



LAKE PHEOBE, A SISTER OF BLANCHE.

A CITY FARM.

The greater part of Mountain Dell is owned by Salt Lake City. Not alone is it one of the water supplies of the city but there is a municipal farm, one of the largest in the country, which each year yields to the city a handsome revenue. From the mouth of the "Dell" you will turn, sharp, to the right and go to the new state highway, a part of the Lincoln highway, and within sight of the new 300,000,000 gallon reservoir, another part of the city water system, and then on the new highway to the concrete bridge at the mouth of Lamb's canyon.

A PRETTY CANYON.

Lamb's canyon is one of the prettiest and least known canyons in Utah. It will be a surprise to thousands of motorists, to say nothing of tens of thousands of Salt Lakers to learn that there are more than a score of summer homes in this little-known canyon.

It is from "Forest Home" in Lamb's canyon that the real plans of this one day great trip come into play. So far with the exception of two short stretches, that from City Creek canyon to Ensign peak and over "Little Mountain," there are already good roads. It is



NEARING THE DIVIDE.

from near the head of Lamb's canyon that the real road building will commence. The route is so easy



SILVER LAKE AND BRIGHTON.

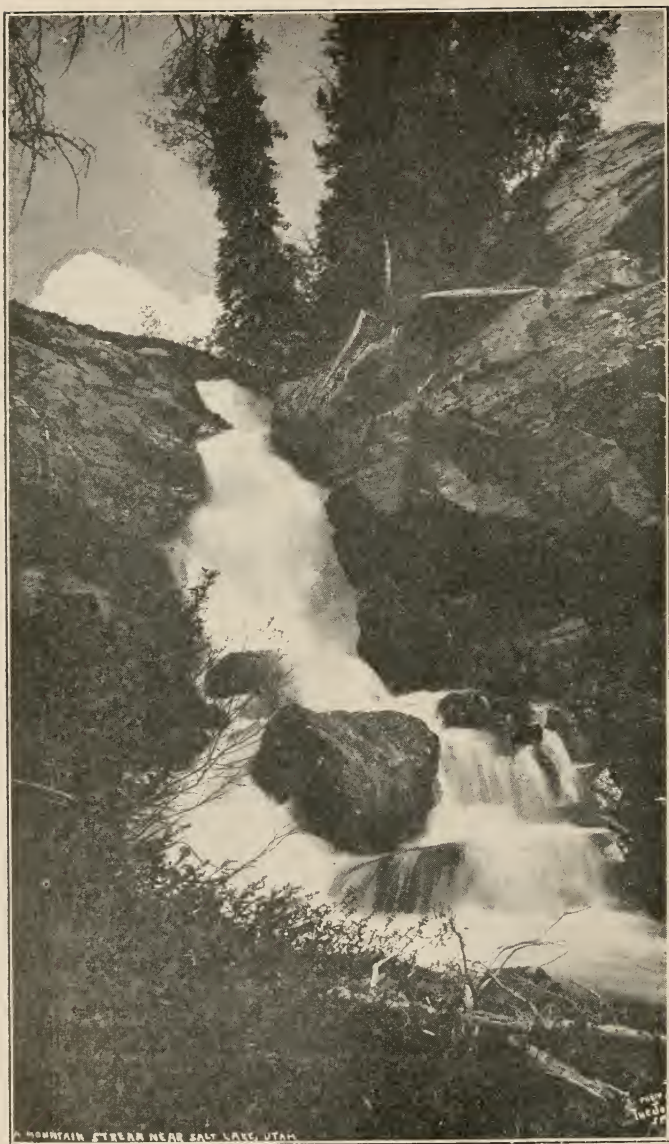
and will cost so little that it is a wonder it has not been built long ago.

THE WORLD BELOW.

Following the natural contour of the mountains the road will go to the top of the divide, then drop down a little and past the head of Mill Creek canyon, then to the top of the divide again and to the top of Mt. Majestic, one of the highest mountain peaks in Salt Lake county. Here you will stop. For nowhere in all this world is there such a panorama. You will feel to say, "The world is at my feet;" "I am but a pigmy." To do justice to the scene would bankrupt the English language.

From this mighty eminence of nature you may look into one of the greatest silver camps in the world, Park City.

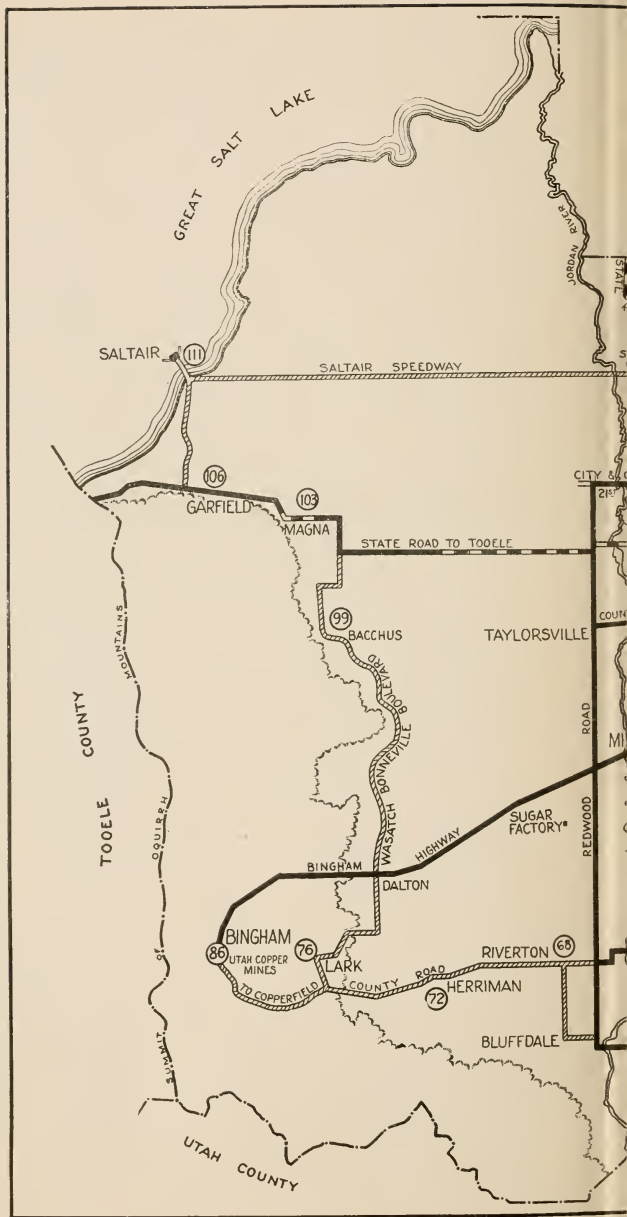
You may look into Salt Lake, Summit, Wasatch, Morgan, Utah, Juab, Davis and Tooele counties; far to the south you will see the silent snow-capped peak of

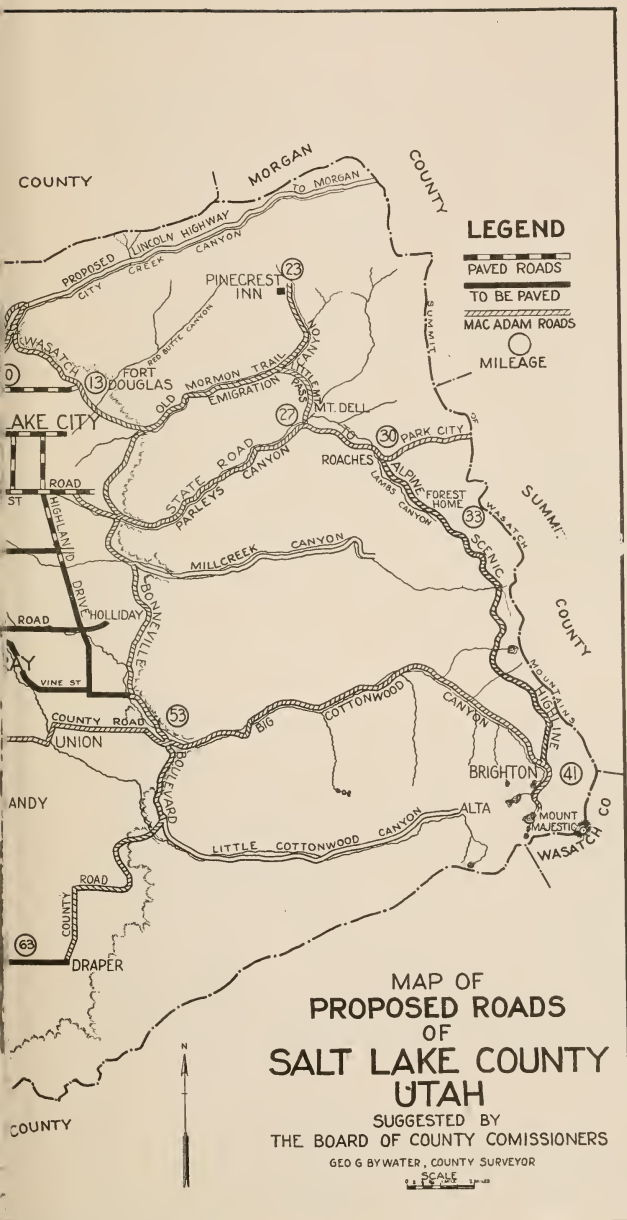


WHERE FLOWS A CRYSTAL STREAM.



"JONES' HUMP" OLD ROAD IN BIG COTTONWOOD CANYON.





Mt. Nebo, one of the highest peaks in the Wasatch range.

To the southwest there is a fresh water lake, to the northwest the Dead Sea of America. Between them stretches a silver thread, lost now and then, but easily picked up again with a good glass. It is the river Jordan running between Utah lake and the Great Salt Lake. The Bible student will only have to picture, in mind, the lake, sea and river turned from north to south to have the Sea of Galilee, the river Jordan and the Dead Sea of Palestine.

As you stand on this high pinnacle, you will see, to your left, just a few miles away, the mountain which owns one of the few living glaciers in the United States, Mt. Timpanogos.

Far below to the west, the southwest and the northwest, with a good glass, may be seen what looks like little white lines, now in sight, then disappearing and then in view again. You will learn, if you do not know, that these are the life arteries of fields and farms through which you will later pass and in your soul you will say, "It is well that men and women came before us and made it possible for us to live as we now live."



AT THE HEAD OF "THE STAIRS."

As you stand on this pinnacle surrounded by the majesties of nature and look afar off to the west, your mind may be diverted to the somber things of life.



A WINTER SCENE IN BIG COTTONWOOD CANYON. BUT GOOD ROADS.

You will see smoke arising. It will tell you, in its way, of one of the most wonderful copper mines in the world, and if your ears are attuned aright you may hear, three times a day, muffled sounds which will tell you of tons of high explosives being set off. Later you will hear these sounds more distinctly and at close range.

INTO THE HEART OF NATURE.

From the summit of the Wasatch range the road will lead you into the head of Big Cottonwood canyon, past two lakes, nature's reservoirs, which supply a part of the pure water system of Salt Lake City, and on to Brighton at the head of the canyon. It is time for lunch. This may be had at a first-class hotel, at the cottage of a friend, at your own cottage—for many Salt Lakers have their summer homes at this beautiful spot—or you may take your lunch as you did the morning repast, out in the woods and near to nature. Lunch over you will commence the descent of the canyon. There are good roads now but they are to be improved.

Your attention will be directed to great mining properties in the canyon, which within the last few years have made many men rich. You will pass the "stairs," once a natural barrier to traffic, to the upper end of the canyon.

You will cross and re-cross a stream, now quiet, now turbulent, and now madly rushing in its flight.

On through the granite rocks and mountain crags it rushes—ever on.

For what?

In part to help quench the thirst of more than 100,000 people.

In part to make electric power that more than

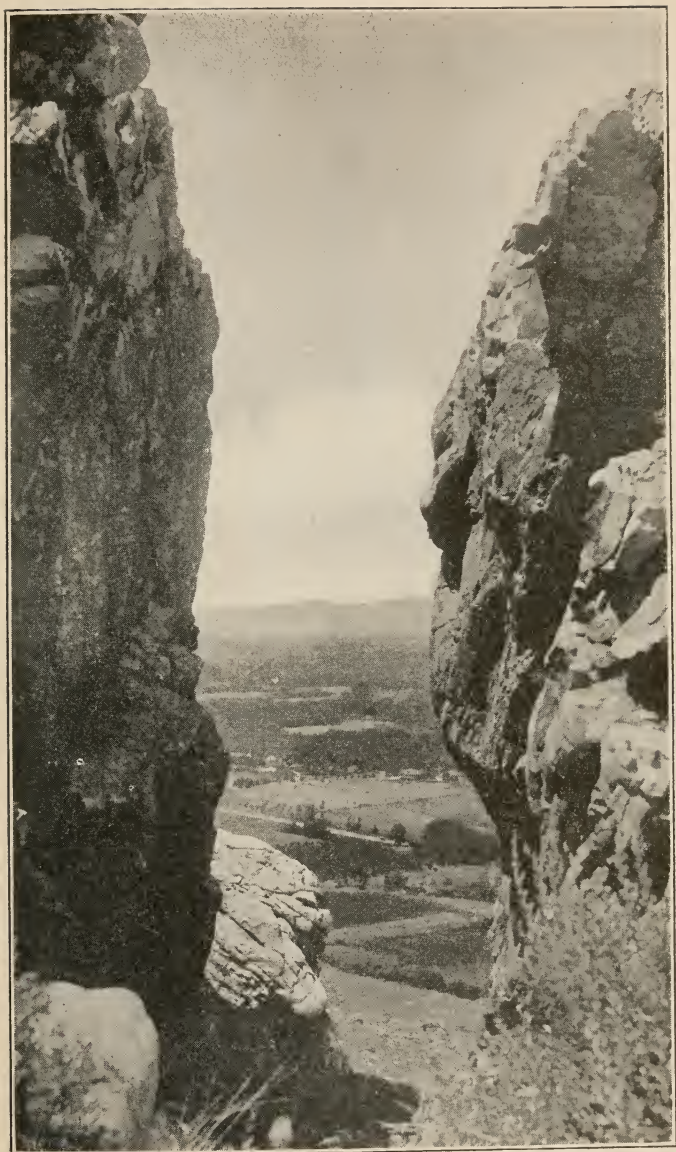


THE OLD PAPER MILL, ERECTED 1882.

125,000 men, women and children might see after the light of day has passed.

In part to water hundreds of farms and make a once desert "blossom as a rose."

And, in the finale, with what life is still left it will try to quench the thirst of the Dead Sea of



BEYOND THE MOUNTAIN FASTNESS LIES THE VALLEY OF
OPPORTUNITIES.



WHERE SUGAR GROWS.



WHERE SUGAR IS MADE.

America, the waters of which refuse to become fresh no matter how much it may drink.

The tourist or pleasure seeker may take little or no notice of the waters of the stream, or of its brief but important life story, but you cannot fail to take notice of the beauties of Big Cottonwood canyon. Nor will the business man, the seeker for financial advancement, the man or woman to whom a wonderful and magnificent nature picture is presented fail to rejoice as they leave the mouth of the canyon, past the old paper mill; turn to the left and get another view of the "Valley of Opportunities."

"We have seen enough in a few hours to last for a lifetime" some may say. But continue. You may have seen enough of the beauties and wonders of nature in the trip so far to last you a lifetime, but finish the trip. Tell the story to your children and to those you may meet through life that they may see and likewise enjoy, for the trip has more wonders, more diversified, than any other trip in the world. Miss not one bit of it.



WHY ADAM FELL.

From the mouth of Big Cottonwood canyon the road will turn to the south. A few miles and you will pass the mouth of Little Cottonwood canyon, from

which came the granite for the great Mormon temple and many of the big buildings in the city. Up this canyon, which, however, is not a part of this one day trip,



“THE STAFF OF LIFE.”

is located the mining camp of Alta with the once famous Emma mine, that was sold to an English syndicate for \$5,000,000 in the days when mining was almost unknown in Utah. Alta is still a busy camp with many dividend paying mines.

A MINING WONDER.

The new road will take you on to Draper in the far southeast end of the county. Here you will turn west and north and on through the busy agricultural district to Riverton and the mining camp of Lark. From here we will go over the mountains to Copperfield at the head of Bingham canyon, one of the greatest copper camps in the world, in time to witness operations on a mountain of ore which it is estimated will take at least a half century to remove at the rate of 30,000 tons a day. One mine alone has already paid over \$92,000,000 in dividends.

And from Bingham to Salt Lake City?



**"IN MEMORY." THE ONLY MONUMENT IN THE WORLD ERECTED
TO WILD LIFE.**



"MY ANCESTORS SAVED THE PIONEERS FROM STARVATION."



"WHEN THE FROST IS ON THE PUMPKIN AND THE CORN IS
IN THE SHOCK "

MORE WONDERS.

Not a bit of it on this one day wonder trip; we are not yet through.



BEFORE.

From the mouth of Bingham canyon the road will “skirt” the foothills of the Oquirrh range of mountains, a child of the Wasatch and a grand child of the Rockies, past the great powder plant at Bacchus and on to Magna, Arthur and Garfield, where are located the greatest ore reducing plants of the kind in the world.



AFTER.

Just a few short miles, five or six, over a level road, past the potash plants and salt works and we are at Saltair; a dip in the Dead Sea of America; supper; a dance and then over the re-constructed speedway to Salt Lake City.

SHORT TRIPS.

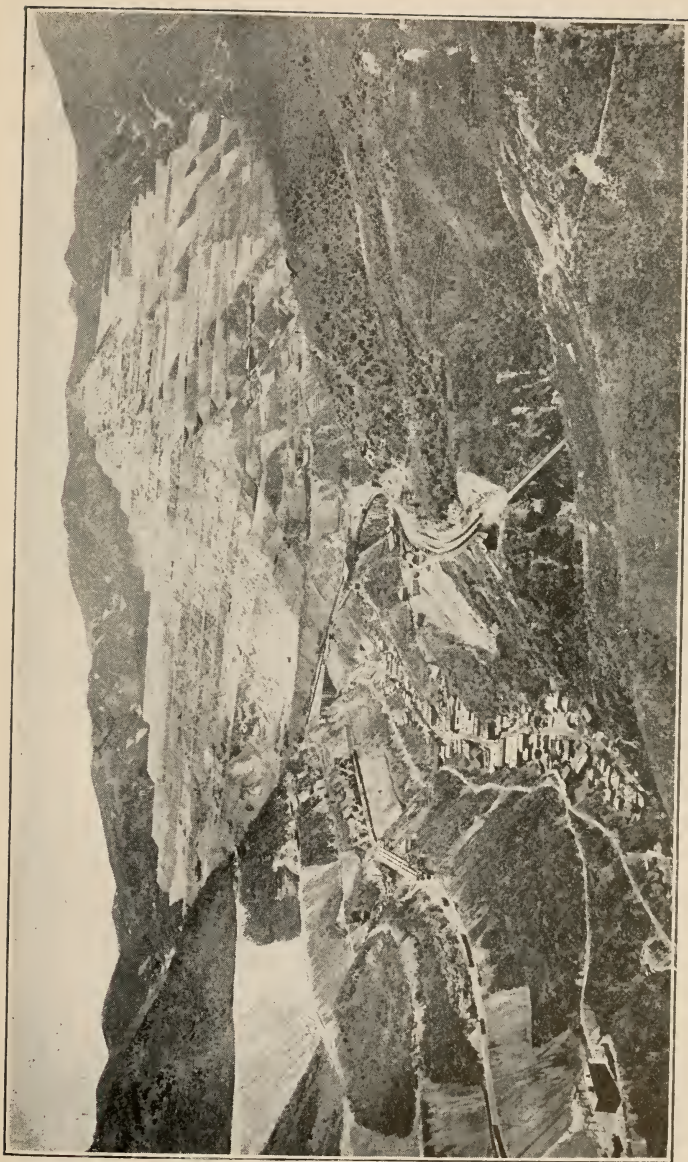
The entire trip means a drive of but 125 miles. It can be made with ease and comfort in one day with ample time for breakfast, lunch and dinner.

But this new wonder trip will have many side features; it may be limited or extended to suit the fancy, it may be made in part one day, continued another, and



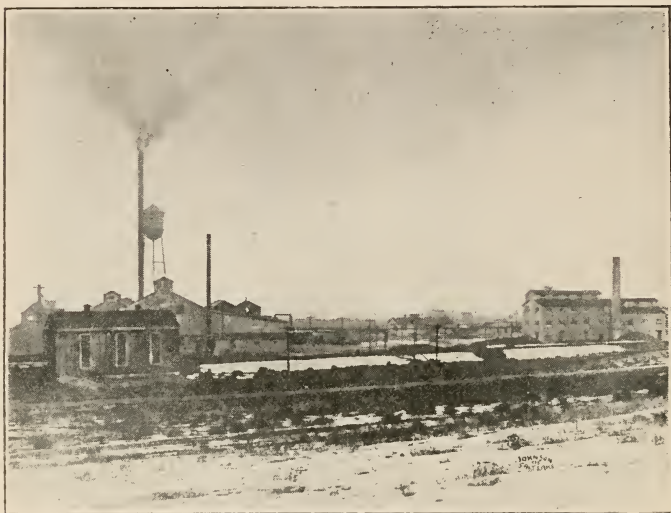
TIMPANOGOS
"The Sleeping Woman"

so on until it has covered far more ground than is contained in this description, or it may be made in a number of short trips. For instance, those who do not care to take the entire trip in one day could leave out that part of the trip which includes the "Old Mormon Trail" and Mountain Dell and go direct south from Fort Douglas to Parley's canyon and then take up the trip; or one could make the first part of the trip to the head of Lamb's canyon, then to Park City and back over the state highway through Parley's canyon, or all of the trip could be made to the mouth of Big Cottonwood



BINGHAM AND MOUNTAINS OF ORE.

canyon and then over a choice of several routes, all good roads, back to the city; or still again the trip could be made to the mouth of Big Cottonwood canyon



WHERE HIGH EXPLOSIVES ARE MADE.

and then across the valley to Saltair; in fact, the side trips are so many and varied that it is impossible to tell of all of them in the short space allowed.

While this new scenic route will be a joy to every tourist, sight or pleasure seeker, together with every lover of nature, it is but a part of the road plans of the County Commissioners.

What! more? Yes, much more.

County Surveyor George G. Bywater, has already prepared plans for the greatest permanent road building campaign ever undertaken in Salt Lake county.

PERMANENT ROADS.

These plans call for the building of not less than sixty miles of permanent roads in the county below the mountain ranges; these roads are for business and commercial purposes; to link every section of the county more closely together and make communication more easy.

The doctrine of good roads no longer need be preached to the people of Salt Lake county or Utah. The story of the present good roads in the county and state are ample proof of what they mean to every class of people. The constant demand is "more good roads."

While it is true that little or no hard surfaced roads were built during 1918, the reason was obvious, the war. With the end of the titanic struggle will come the greatest good road construction era in the history of the United States. Every state and nearly every county from Maine to California will take part in this great work. It is the plans of Commissioner Stillman to see that Salt Lake County takes a leading part in this most important improvement.

That many miles of the proposed permanent roads will be built at the earliest possible date is already assured by an agreement between the state road commission and the comissioners of Salt Lake county.

Both of these assured roads are of vital importance to the future growth of Salt Lake County; in fact, they would have been built during 1918 had it not been for the war.



THE UTAH COPPER PLANT AT MAGNA.

STATE HIGHWAYS.

The first and most important of these two stretches is that from the present end of the hard



OLD SHORE LINES OF LAKE BONNEVILLE.

surface road on State street, Midvale junction, to the Salt Lake-Utah County line. The second assured permanent road will be from Hunter to Magna. Both of these roads are state highways and the state will join with the county in their construction. Another state highway, in which it is expected the state will join with the county in hard surfacing during the present year, is from Fifth East to Redwood road on Twenty-first South.

COUNTY HIGHWAYS.

In addition to these there are in the county nearly fifty miles of roads which Commissioner Stillman hopes to have hard surfaced within the coming two years.

The most important of these proposed permanent highways is that from Midvale Junction to Bingham. The permanent improvement of this road is not alone of importance to the people of Bingham but to the business and social interests of the entire county. The com-

missioner of roads and bridges will urge that this be made a part of the good road work of 1919.

Second in importance and distance will be the proposed hard surfacing of Redwood road, or Sixteenth West, from Twenty-first South to Riverton. This road will give easy access to the southwest part of the county with its sugar factory and rich farming district. Its improvement will mean that the farmer or business man would have at least two good roads from the south-



WHERE ORE IS SMELTED.
UTAH COPPER PLANT AT GARFIELD.

west to the city, over the Midvale-Bingham route, or north to Twenty-first South.

The third of the proposed permanent roads, in distance and importance, will be from Magna, the end of the state highway on the west, to the Salt Lake-Tooele County line. With this connecting link and the link from Midvale junction to the Salt Lake-Utah County line, Salt Lake City and County will be connected by hard-surfaced roads with the outside counties on the north, south and west. The road to the east, to the Salt Lake-Summit County line, is a state highway and is already semi-hard-surfaced with the exception of the new "over the hill" cut-off, which will leave Parley's canyon about two miles above the city reservoir at the mouth



UTAH'S \$3,000,000 CAPITOL.

of the canyon. This part of the highway will be open to traffic early in the spring of 1919.

From the standpoint of agricultural resources, country homes and scenery the southeast part of the county is one of the most important in the state. To care for the fast growing traffic it is the plan of Commissioner Stillman to extend the present hard surfaced road on Highland drive to the mouth of Big Cottonwood canyon.

These plans will give Salt Lake County permanent



MORMON TEMPLE AND TABERNACLE.

roads from the north, east, south and west but will still leave certain sections uncared for.

To provide permanent roads for these sections a hard surfaced road will be built from Holliday to Taylorsville, and from Draper to Riverton.

IN CONCLUSION.

In discussing the plans Commissioner Stillman said, "There are a number of reasons why these improvements should be made as soon as possible. It has been proven, beyond a shadow of doubt, that good roads mean added prosperity to all; the farmer gets his



SALT. MOUNTAINS AND CLOUDS.

products to the market quicker and cheaper, the consumer gets the benefit; the business man can reach places which he must visit with a saving of time, energy and cost; the motorist or pleasure seeker can get to some of the most attractive scenery in the county, or to the outlying counties with the least cost of time and labor. Within the next few months we are going to have thousands of our boys from "over there" return home. I do not mean that they will wish to, or should work on roads, but the days of reconstruction of our national life and methods are at our door; there are going to be thousands of men who will not alone

want work, but who must have work. We must have no idle men in our midst. They must be given employment and that employment must be of the constructive kind—work which will mean a living to them and something for the future. As Americans, the people of this country will build for the future in every enterprise in which they may be engaged. One of the most important will be good roads. I believe that the majority of the people of Salt Lake county are ready and anxious to do their part in this important work."



"YOU CANNOT SINK."

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"THE END OF A PERFECT DAY."